

30 February 26"

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Edward A. Perkins, Quero Bank, 5000 lbs. cod, 15,000 lbs. halibut.  
Sch. Jennie B. Hodgdon, Georges, 12,000 lbs. cod (sold 6000 lbs. halibut in Portland.)  
Sch. Gertrude, via Boston.

### Today's Market.

Board of Trade prices: Large handline Georges cod, \$4.25 per cwt.; medium do., \$3.25; large trawl Georges, \$3.75; medium do., \$3.25; handline cod from deck, caught east of Cape Sable, \$4.00; medium do., \$3.25; large trawl bank cod, \$3.25; medium do., \$3.00; large dory handline cod, \$3.50; medium do., \$3.25.

Board of Trade splitting prices on fresh fish—All cod caught on Le Have Bank and to the westward: Large, \$2; medium, \$1.40; all cod caught to the eastward of Le Have Bank, large, \$2; medium, \$1.40; snapper cod fish, 40 cts.; cusk, \$1.40; haddock, 85 cts.; hake, \$1.10; pollock, 60 cts.

Bank halibut, 11 cts. per lb. for white and 8 cts. for gray.

### Boston.

Sch. Mary A. Gleason, 25,000 haddock, 1000 cod.  
Sch. Dawson City, 30,000 haddock, 2500 cod 6000 hake, 4000 cusk.  
Sch. M. Madeleine, 7000 cod.  
Sch. Georgie Willard, 6000 haddock, 2000 hake.  
Sch. Sadie M. Nunan, 7000 haddock, 500 cod, 500 hake, 200 cusk, 800 pollock.  
Sch. Lizzie Griffin, 40,000 haddock, 3000 cod.  
Sch. Flavilla, 11,000 haddock, 500 cod, 800 hake, 1000 pollock.  
Sch. Rienzi, 6000 haddock, 1600 cod, 2000 hake, 200 pollock.  
Sch. Moanum, 45,000 haddock, 1400 cod.  
Sch. John M. Keen, 7000 haddock, 1000 cod.  
Sch. Maggie Sullivan, 27,000 haddock, 2200 cod.  
Sch. Startle, 2000 cod.  
Haddock, \$2 to \$2.25; large cod, \$4.50 to \$5 market cod, \$2.75 to \$3.50; hake, \$3.50 to \$4; cusk, \$3.

### Fishing Fleet Movements.

Capt. Melvin Spinney will fit sch. Blue Jacket for salt banking.  
Sch. Independence is fitting for salt banking under command of Capt. Joseph V. Cusick.  
Capt. Stillman Malone is fitting sch. Robin Hood for salt banking and Capt. Patrick Shen will fit sch. Argo.  
Capt. Herbert Spinney will fit sch. Shenandoah in the salt bank fishery, and Capt. Brainard Frost will command sch. Orpheus in the same fishery.

## 840 POUND HORSE MACKEREL.

### Largest Fish of the Kind Ever Landed in Boston.

On exhibition at the wharf of the Gloucester Fresh Fish Company, Boston, yesterday, was what is claimed to be the largest horse mackerel ever landed at that port. It was captured by the King Philip, Capt. Stringwater, and measured 12 feet long and weighed 840 pounds. As the fish is frozen, it will be open to inspection for some days to come.

The fish was taken last summer and has since been in cold storage.

## Lobster Hatchery for Boothbay Harbor.

The bill recently passed by congress gives \$20,000 for a lobster hatchery for Boothbay Harbor, Me. Commissioner Bowers wants also to have a codfish hatchery at Boothbay, but that matter will have to be deferred for the present.

February 27"

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Maggie Sullivan, via Boston.

### Today's Market.

Board of Trade prices: Large handline Georges cod, \$4.25 per cwt.; medium do., \$3.25; large trawl Georges, \$3.75; medium do., \$3.25; handline cod from deck, caught east of Cape Sable, \$4.00; medium do., \$3.25; large trawl bank cod, \$3.25; medium do., \$3.00; large dory handline cod, \$3.50; medium do., \$3.25.

Bank halibut, 11 cts. per lb. for white and 8 cts. for gray.

### Vessels Sailed

#### Boston.

Sch. J. W. Lufkin, 40,000 haddock, 10,000 cod.  
Sch. Ida S. Brooks, 10,000 haddock, 500 cod, 200 hake.  
Sch. Slade Gorton, 65,000 haddock, 35,000 cod.  
Sch. Vera, 37,000 haddock, 14,000 cod.  
Sch. Richard Wainwright, 43,000 haddock, 5000 cod.  
Sch. George H. Lube, 500 haddock, 2000 cod.  
Sch. Tecumseh, 3000 haddock, 2000 cod.  
Sch. Mertis H. Perry, 18,000 haddock, 1000 cod.  
Sch. James S. Steele, 5000 haddock, 1000 cod, 800 hake, 800 pollock.  
Sch. Vidia M. Brigham, 6500 haddock, 2700 cod, 1000 pollock.  
Sch. Clara R. Harwood, 6000 haddock, 1000 cod.  
Sch. O. F. Killham, 3000 haddock, 700 cod.  
Sch. Helen B. Thomas, 6000 haddock, 600 cod, 600 hake.  
Sch. Mary T. Fallon, 5000 haddock, 700 cod.  
Sch. Carrie F. Roberts, 6000 haddock, 500 cod.  
Sch. Sylvia M. Numan, 5000 haddock, 1000 cod.  
Sch. Fish Hawk, 5900 haddock, 1200 cod.  
Sch. Jennie and Agnes.  
Haddock, \$1.50 to \$2; large cod, \$2.25 to \$5; market cod, \$2.25 to \$3.50; hake, \$3.50; pollock, \$3.50 to \$4.

## The Newfoundland Treaty.

It begins to look as if the Newfoundland treaty would fail, owing more than anything else to the opposition of the Gloucester fishing interests. There is this to be said of the treaty, that there is no good reason why the principles involved in it stand on any different footing from those contained in any other treaties which have been rejected by the senate, or given a resting place where they will perhaps never be heard of again.

Newfoundland is non-agricultural and has a population of only about 200,000, with practically no market for New England exports, and is able, by reason of cheaper labor and smaller cost of building and maintaining its fleet, to land its products in the Atlantic ports at one-third the cost incurred by a New England fleet in doing the same work. Not only Gloucester, but Maine fishing interests would receive a blow by the ratification of the treaty. Newfoundland has nothing now to sell but fish, and if the principle of protection is good for the rest of the country it is good for New England. Protectionists are generally regarded as a selfish lot and while for New England to go on sacrificing itself for the rest of the country may be a pious thing to do, it isn't business. New England must let her selfishness stick out a little more. If New England can't have free hides and free coal, it doesn't want to try free fish.—Review and Record and Banker & Tradesman, Feb. 21.

## Fish at Portland.

About 25,000 pounds of fresh fish were landed at Portland on Thursday. Prices ranged high and two men in a small boat stocked \$37.

February 28"

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Preceptor, Grand Banks, 22,000 lbs. halibut, 3000 lbs. flitch halibut, 3000 lbs. cod, 3000 lbs. hake.  
Sch. Agnes V. Gleason, shore, 4000 lbs. hake.  
Sch. Clara R. Harwood, shore.  
Sch. Veda M. McKown, Fortune Bay, N. F., 800 bbls. frozen herring, 200 bbls. salt herring.

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Bank halibut, 11 cts. per lb. for white and 8 cts. for gray.

### Boston.

Sch. Philomena Manta, 18,000 haddock, 3500 cod, 500 hake, 2000 pollock.  
Sch. Emily Conney, 7500 haddock, 200 hake, 200 pollock.  
Sch. Georgie Willard, 5000 haddock, 3000 hake.  
Sch. Sylph.  
Sch. Seacomet, 10,000 haddock, 1500 cod, 1500 pollock.  
Sch. Mary Edith, 5000 haddock, 1000 cod.  
Sch. Samoset, 4000 haddock, 1000 cod, 500 hake.  
Sch. Thomas W. Knight, 3000 haddock, 500 cod, 1500 hake.  
Sch. Evelyn L. Smith, 5000 haddock, 4000 cod, 500 pollock.  
Sch. Henrietta G. Martin.  
Sch. Rienzi, 4000 haddock, 1500 pollock.  
Sch. Nickerson, 2000 haddock, 800 cod.  
Sch. Bertha M. Bailey, 4000 haddock, 1000 cod, 3000 hake, 100 pollock.  
Sch. Theresa and Alice, 11,000 haddock, 3000 cod, 600 hake, 600 pollock.  
Sch. Dorothy, 4000 haddock, 1000 cod, 1600 pollock.  
Sch. Elsie F. Rowe, 1500 haddock, 1500 cod, 2000 pollock.  
Sch. Amelia Enos, 10,000 haddock, 2200 cod.  
Sch. William A. Morse, 10,000 haddock, 1500 cod.  
Sch. Harvester, 32,000 haddock, 6000 cod.  
Sch. Flavilla, 8000 haddock, 500 cod.  
Haddock, \$1.50 to \$2.75; large cod, \$5 to \$5.50; market cod, \$3.50 to \$4; pollock, \$4; hake, \$3.75.

### Fishing Fleet Movements.

Capt. C. H. Forbes is fitting sch. William E. Morrissey for salt banking.  
Sch. Effie M. Morrissey sailed on a salt bank trip yesterday under command of Capt. Wm. Harding.  
Sch. Matson is fitting for salt banking under command of Capt. David C. Morrissey.  
Sch. Priscilla Smith, hence for New York, passed City Island yesterday.  
D. B. Smith & Co.'s salt bank trawling fleet this year will comprise schs. Alice R. Lawson, Capt. Gilbert Goodwin; Dora A. Lawson, Capt. Warren Forbes; Emma E. Witherell, Capt. William Wharton; Fernwood, Capt. Vincent Nelson; Lucinda I. Lowell, Capt. Roderick McNeil also the following dory handliners: sch. J. J. Flaherty, Capt. Fred LeBlanc; Maxime Elliott, Capt. Alden Geel; Tattler; and perhaps sch. Carrie W. Babson.  
Capt. Frank Woolard is fitting sch. Helen F. Whitten for salt banking.  
Capt. John McInnis will fit sch. Aloha for dory handlining.  
Sch. Shenandoah is fitting for salt banking under command of Capt. Herbert Spinney.  
Capt. James Vanamberg is fitting sch. Henry M. Stanley for salt banking.  
Capt. Thomas Benham will again command sch. Masconomo in the dory handline cod fishery.  
Sch. Georgie Campbell will be commanded in the salt bank fishery by Capt. Jerome Cor-



# SEMINOLE IS HOME.

## Officers Give Graphic Story of Perils of Expedition.

### RESCUE WAS IMPOSSIBLE.

#### Heavy Ice Fields and Gales Could Not Be Overcome.

The United States revenue cutter *Seminole*, which left here February 3, on the relief expedition, to rescue, if possible the eight American fishing vessels, loaded with frozen herring and frozen in at Bay of Islands, N. F., arrived here at 1.30 o'clock this morning, after a desperate but unsuccessful attempt to accomplish her object.

The voyage was one unparalleled in the history of the revenue service, a thin steel steamer bravely daring the northern ice pack, and it is nothing to the discredit of the *Seminole* and her officers and men that they returned without accomplishing their object. Indeed, it is to the credit of them all that they made the attempt in the face of such adverse conditions, and in a craft wholly unfitted and practically unprepared for such an unprecedented and difficult task as the expedition proved to be.

The officers of the *Seminole*, while feeling sorry that they could not accomplish the object of the expedition, yet feel, and greatly, too, that they did all that could be done under the circumstances, and are congratulating themselves that their own craft escaped destruction even before they were within 100 miles of the imprisoned vessels.

All that men could do they did, and it is probable that even with a vessel fitted expressly for such work like the *Bear* or *Corwin*, it would have been impossible to have accomplished the result desired.

The history of the whole trip is one of fierce gales and battles with the ice, reaching a climax when the *Seminole*, with all her anchors gone in Channel harbor, was obliged to take to the open sea in the face of a regular hurricane as the only chance of being saved from total destruction and possible loss of all hands.

The *Seminole* left here on the evening of Feb. 3 and soon ran right into a heavy gale and two days later made harbor at Liverpool, N. S. From there the craft headed up along the Cape Shore and reached Louisburg, C. B., Feb. 9, after heavy weather all the way, beside encountering quite thick ice 60 miles off, before reaching that port.

The plan was from there to make a dash across Cabot Strait to Channel or Port au Basque, and in the face of the most discouraging reports of bad weather and almost impenetrable ice fields ahead, the cutter left Louisburg, Feb. 10, headed for the Newfoundland shore. The run between these two places, under ordinary circumstances would consume about seven hours, yet the *Seminole* was 18 hours reaching Channel.

Soon after leaving Louisburg, heavy fields of ice were met. Through these the cutter sturdily ploughed her way, at times pushing through clear, green ice two feet thick. They found the whole strait full of ice and made channel in the teeth of a heavy gale.

At Channel, Capt. Rogers received the latest weather and ice reports from the shore, most of which were of a most depressing nature. Wisely deciding to learn all he could of the situation before starting around Cape Ray, he detailed Lieut. Sturdevant, the navigating officer and Capt. Norman Ross of this port, who accompanied them on the voyage, to proceed to Bay of Islands by rail and learn all possible of the situation there and along the intervening shore.

The lieutenant is a man of much experience with northern ice, having served long and faithfully in the Northern Pacific and Alaskan waters on the revenue cutter *Bear* and others.

After they started, a southeaster came up and a glimpse at Bay of St. George, going along, seemed to show that the ice was blown off shore. Birchy Cove was reached after some delay, and there it was ice found that the had gone out considerably, and to both the lieutenant and Capt. Ross it seemed as if there was a chance to get the vessels out.

Accordingly, Lieutenant Sturdevant took the train right back for Channel to report to Capt. Rogers. The train was delayed by another storm, the wind coming off northwest with snow. As soon as he arrived and reported, the *Seminole* was put immediately to sea, despite the storm, but before reaching Cape Ray was forced to turn back by the ice and fury of the gale, the fierce wind having blocked the floe against the shore.

Had the *Seminole* started while the wind was southeast and the ice a little off shore, she would have been caught close in when the wind hauled and ground to pieces by the ice on the high rocky coast. But Capt. Rogers and those under him were not disheartened by the failure to get around the cape and resolved to try again at the first opportunity.

The weather continued bad and from the people there, the officers of the ship learned much of the magnitude of the task ahead of them. They received no encouragement, everybody saying that it was impossible for a craft such as theirs to attempt to reach Bay of Islands under the prevailing conditions. Capt. Delaney of the famous ice breaker *Bruce* gave his opinion that not only would it be impossible for the *Seminole* to accomplish her mission, but he doubted whether there was an ice-breaking craft on the Atlantic coast which could rescue the imprisoned vessels.

Capt. Rogers was not willing to give up without another desperate attempt to succeed, and accordingly gave his craft both anchors and waited. Soon another storm and gale, the most severe of the whole winter season set in, and the cutter found the ice floes off Channel threatening to catch her there. Trains were stalled everywhere. The snow was 10 feet on the level with great 20 and 25 feet drifts. The *Bruce* was over 90 hours beating through the ice in the strait to Louisburg, being unable to reach North Sydney.

After waiting a week for a chance, the *Seminole*

made her second dash, leaving Channel, February 19. A northwest gale was blowing and later increased to a hurricane. The *Seminole* got within one and one-half miles of Cape Ray and was signalled from the station there. She had steamed on until the ice fairly blocked her and with the full speed ahead signal in force she was unable to make the slightest headway. A regular blizzard set in early in the afternoon and for self-preservation the *Seminole* headed back for Channel making the harbor only after a sharp struggle with the ice.

But on reaching Channel, her troubles had only begun. The craft headed up into the gale, still going full speed ahead and the port anchor was let go. In a twinkling the chain snapped in the shackle and in spite of all her power pushing ahead, the cutter continued to drift astern. A kedge anchor and the starboard anchor were quickly put out and their chains were parted in no time, and the stern bid up with a severe blow upon a near-by reef. For a moment it seemed as if the *Seminole* was doomed to destruction, but it was found that she had come clear of the reef. Her position was still perilous and it seemed as if nothing could save her from piling up on the rocks, when Capt. Rogers, as the last resort, headed his craft for the open sea, preferring to take chances in the hurricane outside than in the harbor without anchors.

The *Seminole* proved herself a most able sea boat and rode out the gale that night under the lee of the ice floe which was encountered a few miles off shore.

The voyage to Halifax was a desperate one. For three days the gale continued with unabated fury and the *Seminole* was forced to make a wide detour off shore to the southeast to escape being caught in the ice field which extended as far down as almost due east off Halifax.

After the gale abated, Capt. Rogers being convinced of the hopelessness of the task and feeling the seriousness of the situation of his own craft without anchors, decided to abandon the attempt, and accordingly headed for Halifax, arriving there last Sunday. Here, through the courtesy of the Canadian officials, a suitable anchor was secured and the craft proceeded to this port.

Capt. Rogers and his officers cordially received a *Times* representative on board this forenoon and gave him a detailed account of the trip.

The *Seminole* left this noon for Boston. She will probably have to go in the dry dock for examination and repairs. She is leaking somewhat from the effect of her stern striking at Channel during the gale and the paint is nearly scraped off her bottom.

Although the expedition was not successful in accomplishing its object, the officers gathered many valuable notes which will be of much value to the hydrographic office.

Capt. Rogers and his officers report that the ice met with off Cape Ray was not soft snow or slob ice but clear green ice, bulky, two feet thick.

The temperature of the water here was found to be 22 degrees above zero, so cold that the water in the trimming tank forward froze to the sides to the depth of six inches.

So cold was the water outside that the whole bilge system was frozen up and the forward tank had to be emptied with buckets to prevent the springing of the plates, which if it had happened would have meant a serious leak forward. As it was, it is feared that one of the forward plates is badly dented by the ice.

Capt. Rogers and his officers while regretting that the voyage was not successful, still are glad to be home. They are nearly exhausted for want of rest and sleep, having been constantly on duty with but few watches below since leaving here.

Lieuts. Winram, Sturdevant and Smith had their faces frost bitten and almost a half dozen of the crew similarly suffered.

So desperate was the situation at Channel during the gale, when all three anchors were gone and the craft's stern had struck on the reef, that it seemed as if all was lost, and for the first time since the *Seminole* was launched was the signal given in earnest to close all the bulkhead doors of the water tight compartments.

It is the opinion of Capt. Rogers and his officers that the ice imprisoned vessels cannot be freed until the ice breaks up in the spring.

This expedition was the first of its kind ever attempted on the Atlantic coast, and it is doubtful if ever before has a half inch steel steamer been sent on such a desperate and daring task. It was an undertaking which the finest sealers of Newfoundland would not undertake and one which in the opinion of competent judges would have balked even the *Bear* or *Corwin*.

No discredit is attached to Capt. Rogers and his officers or to their good craft because the expedition was unsuccessful. They were up against the hardest kind of a proposition with a craft entirely unsuited for the work and are to be praised for their gallant attempts and the bringing back of their own craft from the grasp of the ice king after one of the stormiest months experienced at sea for very many years in those northern regions.